

## Jefferson Manor Citizens Association “10 TOD Insights”

1. Emphasis should be placed on circulation and safe interaction of pedestrians, bicycles, and automobiles, **in that order**.  
*-Stations in Fairfax County tend to be park-and-ride locations where pedestrian safety and ease of access to the station have been secondary concerns. Huntington Station is a prime example of this.*
2. Timely and thorough public involvement is as important in defining TOD as actual physical characteristics - planners should work with existing communities around stations to prioritize mitigation steps and improvements **before** development is **proposed**, let alone before it is approved.  
*-The investment in resources and staff time upfront will be worth it to avoid conflicts down the road. Jefferson Manor residents have expressed frustration at not being able to shape the character of development and get important issues addressed before a developer is in the picture.*
3. Station areas should be treated in their entirety as unique planning areas, superseding magisterial and/or planning district boundaries, so that plans can be done in a holistic manner and all relevant stakeholders in any part of the station area can be involved.  
*-The area surrounding Huntington Station is bisected by the boundary between the Lee and Mt. Vernon supervisor districts, which has led to disconnect and incomplete public involvement.*
4. Areas considered in the TOD planning process should not be limited to a ¼- or ½-mile radius from the station but should extend to at least 1-2 miles away from the station – this is the envelope in which many congestion choke points can occur as a result of concentrated development around the station.  
*-The County should expect to have to deal with such problems in advance of TOD, and be aggressive in seeking action by VDOT to retrofit suburban-style traffic engineering; concerns about intersections in our area such as Kings Hwy/U.S. 1 hold back TOD and reconstruction of the Telegraph Road interchange makes mitigation imperative.*
5. Conventional measures such as floor area ratio (FAR) should be used less than more contextual measures like building form and shading. Comparisons to other TOD areas in the region are more appropriate than comparisons to non-TOD areas in Fairfax County.  
*-Tapering building heights to the surrounding neighborhood is crucial and was a big concern of Jefferson Manor residents; the Washington region features many examples of dense redevelopment that works well with adjacent neighborhoods because of careful design.*
6. Creative solutions should be used in dealing with open space requirements, such as allowing proffers of open space elsewhere in the area or in the county, since open space dedication on the site itself may not be appropriate, feasible, or desirable.  
*-Dedication of community meeting space, indoor recreational space, and privately-maintained public plaza space may be more needed; Jefferson Manor desires reflect this.*

7. Emphasis on parcel consolidation should be minimized, while emphasis on maintaining consistency in building form, use mixture, and circulation should be maximized; these elements are more significant to compatibility with adjacent parcels and neighborhoods than are density figures and even building heights, as long as shading is minimized through design.  
*-Area plans should be constructed so as to allow development of smaller parcels that still meets TOD characteristics – the amenities such as underground parking, public spaces, design flourishes, pedestrian and bicycle accommodations, etc., that must be exacted from a developer (if not provided by the county) have to be counteracted by increased density allowances. In the case of Jefferson Manor, further consolidation would mean loss of about 60 existing homes.*
8. Neighborhoods where TOD is proposed will likely look to redevelopment to foster a neighborhood identity and create a neighborhood focal point through symbolic space and design.  
*-This is especially true in suburban neighborhoods where these elements may be lacking. This desire was clearly voiced by Jefferson Manor residents.*
9. Demographics in neighborhoods surrounding existing Metro stations in Fairfax County are likely shifting, and neighborhoods around future stations will likely evolve as well, with residents more familiar with and amenable to denser, urban environments.  
*-This doesn't mean that these new residents should dominate the discussion, but planners should be aware that dynamics may have changed; this has been apparent in Jefferson Manor in the last few years.*
10. Fairfax County should consider modifications to the traditional approval process for TOD, perhaps even joining the plan amendment and rezoning stages, or regulating station areas with a Form-Based Code that would dictate specific design elements.  
*-Minimum standards would be appropriate but are not a “quick fix” – each site will have unique characteristics and the process should allow for flexibility based on public input.*